

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8134

興四初月二年二統宣

MONDAY, MARCH 14, 1910.

一拜禮 號四十月三英港香

\$35 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
STEELING \$15,000,000
SILVER \$15,000,000
RESERVE LIABILITY OF PROPORTION \$15,000,000

COURT OF DIRECTORS:
H. E. Tomkins, Esq.—Chairman.
G. Balloch, Esq.—Deputy Chairman.
J. W. Bandow, Esq.
Hon. Mr. W. J. Gresson
G. S. Gubbay, Esq.
G. R. Lumsden, Esq.
F. Lieb, Esq.
G. H. McDermott, Esq.
R. Sharr, Esq.
H. A. Sibley, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per Cent. per Annum.
For 6 months, 5 per Cent. per Annum.
For 12 months, 6 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 2nd March, 1910. [30]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,575,000
RESERVE LIABILITY OF PROPORTION \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [31]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 16,250,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HANKOW,
Kobe, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWHONGWANG,
LONDON, DALNY,
LYONS, PORT ARTHUR,
NEW YORK, LIOYANG,
SAN FRANCISCO, MUKDEN,
HONOLULU, TIE-LING,
BOMBAY, CHANG-CHUN,
SHANGHAI.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.
On fixed deposits:
For 12 months, 4 per cent. p.a.
" 6 " " 3 " "
" 3 " " 2 " "
TAKKO TAKAMICHI,
Manager.
Hongkong, 12th March, 1910. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYNSHILL & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DISCOUNT BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
J. KULLMANN,
Acting Manager.
Hongkong, 3rd March, 1910. [25]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 4 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [31]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MK \$7,222,222
RESERVE FUND GOLD \$2,500,000
ABOUT MK \$7,222,222
HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND CREDIT BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

HK Corporation transacts every description of Banking and Exchange Business, including Money in Current Account at the rate of 3 per cent. on daily balances and accept Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum
" 6 " " 3 " "
" 3 " " 2 " "
No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [19]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
G. Stephanus, Esq.
Lee Yung So, Esq.
J. H. McMichael, Esq.
G. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force \$3,405,412.00
Assets \$7,144,900.08
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,852.55

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPPE, Esq., Can. on, Macao and the Philippines, District Secretary.
ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1903. [810]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 15 minutes
10.00 a.m. to 12.00 a.m. Every 15 minutes
12.00 a.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes
2.15 p.m. to 2.45 p.m. Every 15 minutes
2.45 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes
NIGHT GARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT GARS as on Week Days.
SATURDAYS.
Extra cars at 2.15 p.m., 11.30 p.m., and 11.45 p.m.
SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 17th April, 1907. [31]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

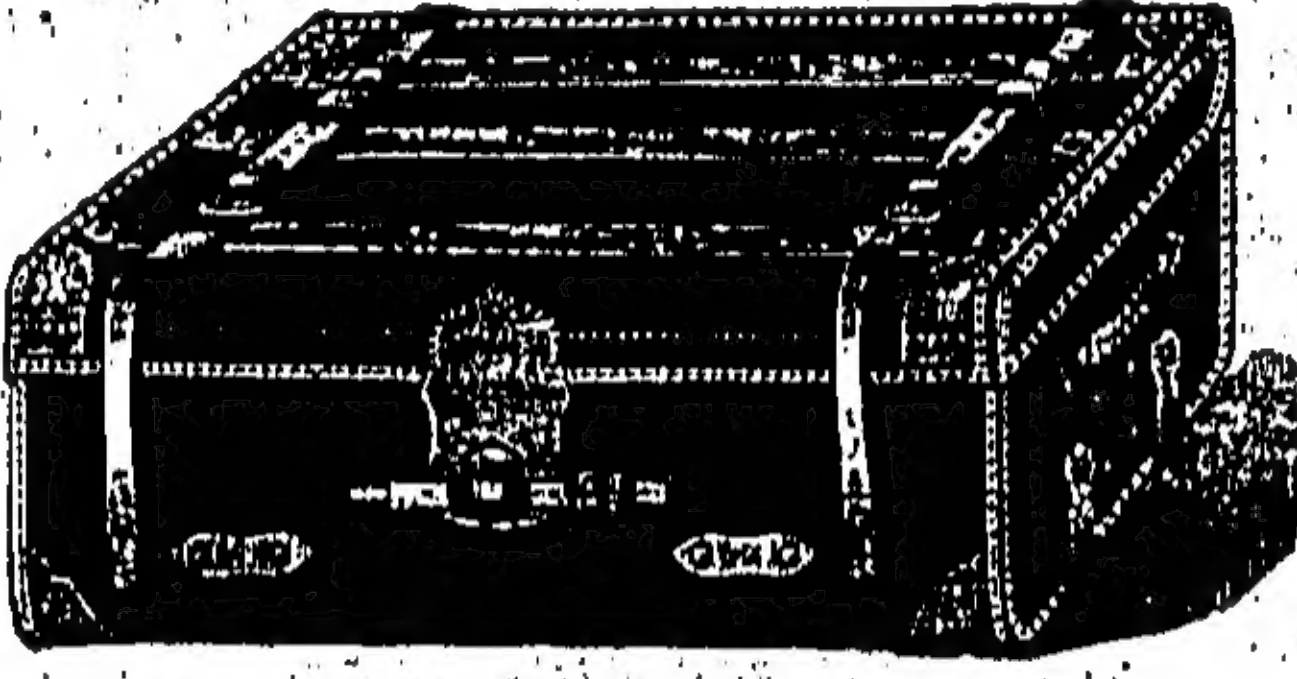
Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DEVANEA	About 17th Mar.	Freight and Passage.
LONDON, &c., via usual Ports	MACEDONIA	Noon, 19th Mar.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA	About 23rd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	About 25th Mar.	Freight and Passage.

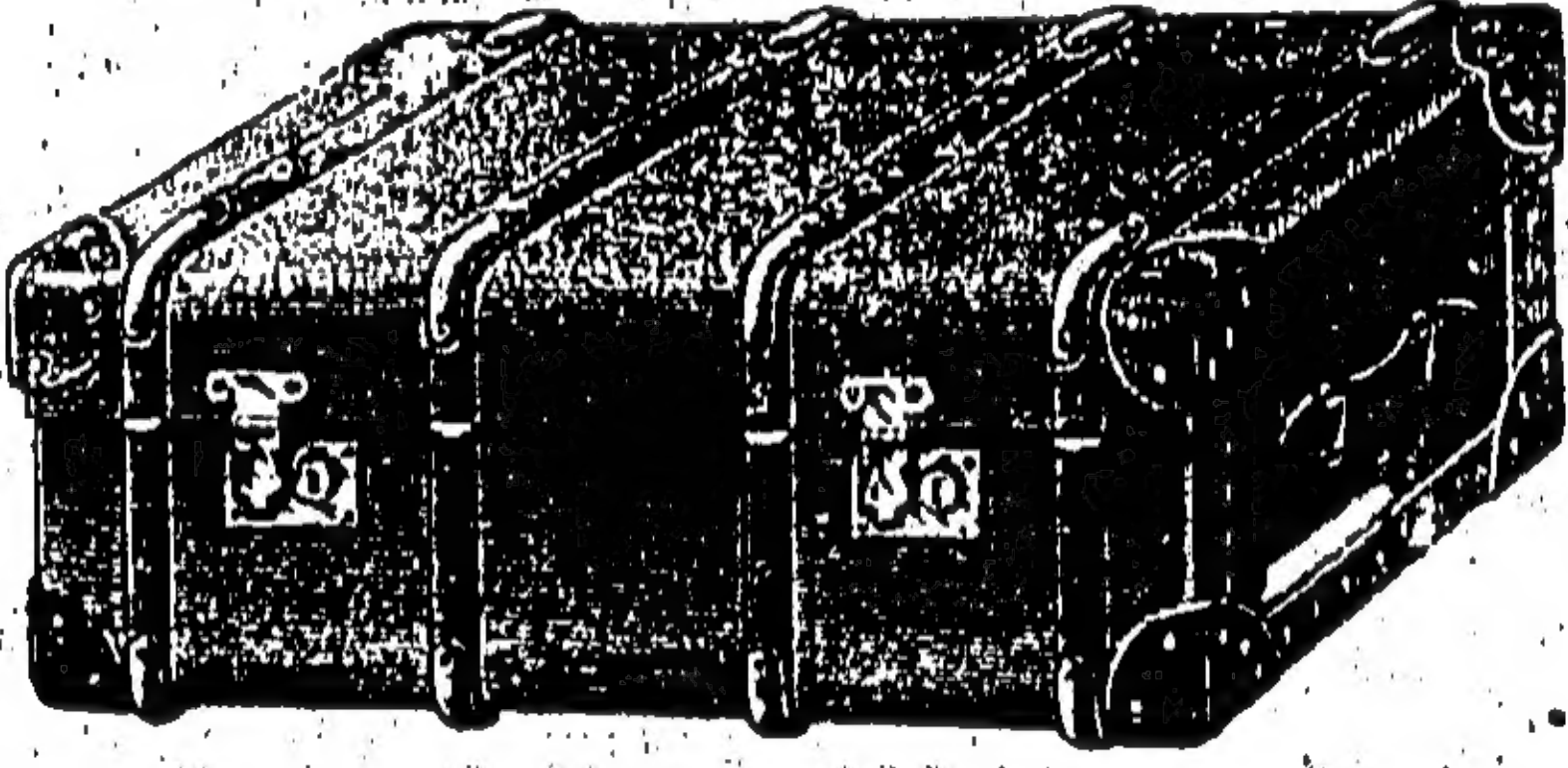
For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 10th March, 1910. [1]

Intimations.

LANE, CRAWFORD & CO. CABIN TRUNKS.



All Sizes. From \$18.00 each.



KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO. [61]

CALDBECK, MAGGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.



Telephone No. 75.

Hongkong, 20th January, 1910. [13]

Hotels.

BOXING TOURNAMENT.

AT BELLE VIEW STADIUM, Telephone No. 907.

A GRAND TOURNAMENT for WELTER WEIGHTS and HEAVY WEIGHT is being promoted by the proprietor of the Belle View Hotel to take place on SUNDAY AFTERNOON, 20th instant.
The Tournament is open to all Navy and Army men.
Retries will be received by the undersigned.
The prizes are Two Silver Cups suitably inscribed, as well as a Purse.
The trophies will shortly be on view at the Belle View Hotel.
Correspondence should be addressed to
W. WINCH,
Belle View Hotel.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 16.

For Terms, &c., apply to the
MANAGER.
Hongkong, 1st July, 1909. [12]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 14th March. 8.00 A.M. HEUNGSHAN 10.00 P.M. HONAM	THURSDAY, 17th March. 8.00 A.M. HONAM 10.00 P.M. KINSHAN	TUESDAY, 15th March. 8.00 A.M. KINSHAN 10.00 P.M. HEUNGSHAN	FRIDAY, 18th March. 8.00 A.M. HONAM 10.00 P.M. KINSHAN
WEDNESDAY, 16th March. 8.00 A.M. KINSHAN 10.00 P.M. HONAM	SATURDAY, 19th March. 8.00 A.M. HONAM 10.00 P.M. KINSHAN	SUNDAY, 20th March. 8.00 A.M. KINSHAN 10.00 P.M. HEUNGSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, 14th Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 20th MARCH, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
GREAT REDUCTION IN FARES:
1st Class Return \$2, Single 50c. 2nd Class Return \$1, Single 50c.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 628 Tons, and "NANNING" 609 Tons.
One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 3 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager. [25]

Hongkong, 5th February, 1909

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BEUMENTHAL, Manager.
Telephone, 100. Telegrams "Astro."

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS

Hongkong, 1st August, 1909. [12]

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE" P. Giesch	WEDNESDAY, 23rd Mar., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. E. von Buxter	About WEDNESDAY, 23rd March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leber	FRIDAY, 25th Mar., Daylight.
YOKOHAMA and KOBE	"COHLLENZ" Capt. H. Raegener	About SATURDAY, 2nd April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	POLYNESIEN	Broc	14th Mar., P.M.
MARSHILLES, VIA PORTS	ERNEST SIMONS	Girard	15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIAN	Sellier	28th Mar., P.M.
MARSHILLES, VIA PORTS	TOMKIN	Charbonnel	29th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets in London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 1st March 1910.

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight."—free.
LONDON, GALUTTA, SHANGHAI,
John Street, Bedford Row, W.G. 59, Beaulieu Street 165, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

"This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overwork of modern life. It stimulates, invigorates, and restores the system, and is a powerful and healthy tonic, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, etc.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, 'used up,' and valueless."

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the system to its normal state. It is a powerful and healthy tonic, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, etc.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, 'used up,' and valueless."

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually in the form of pills) for the sake of extra profit. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed diagonally in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons plating.

Agents for India:—TREACHER and CO., LTD., BOMBAY, BYCULLA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required, and the workmanship and material will be guaranteed.

The cost of Docking, and repair, work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS in MANSION LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—THE COMPRADEUR DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central. Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor. A HOUSE in WONG-MEI-CHONG ROAD. A HOUSE in RIMON TERRACE. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 12th March, 1910.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS, Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 54, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1909.

To Let.

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT GRACA & CO. 27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twelve, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c. Inspection invited, Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag ex Factory.

SHAW TOMES & CO., General Managers. Hongkong, 15th August, 1908.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

THIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 9th June, 1904.

HONGKONG VOLUNTEERS.

ANNUAL INSPECTION.

The inspection by H. E. the General Officer Commanding will be held on Saturday afternoon, the 19th inst.

Parade at headquarters at 2.15 p.m. Dress marching order. Khaki and puttees, helmet with badge, waist belt with side-arm, and 4 pouches and bandolier, coat in coat straps, mess tin and cover, rifle and sling, water bottle, haversack and black boots. Medals will be worn by those in possession of same. Every member of the Corps must be present at this parade unless prevented by sickness or stress of business, in which case a medical certificate or letter from employer stating cause must be provided. The dummy marching order can be seen at headquarters.

THE TOYO KISEN KAISHA.

STATEMENT IN THE JAPANESE DIET.

Mr. Uchida, Head of the Shipping Bureau in the Department of Communications, gave some interesting information on the 16th ult. to the Shipping Subsidies Committee in the Lower House. According to the *Yokohama Mail*, he assigned three principal reasons for the unprosperous condition of the Company. The first was the trade depression which prevailed in America in 1908, the year during which the bulk of the Company's losses were incurred. The second was the boycott in China, which operated on both sides; and the third was the Company's attempt to run an independent line to South America. Mr. Uchida further explained that the Company's project of carrying oil in bulk, for which purpose they have fitted their steamers with large tanks, had proved a failure owing to unforeseeable conditions in the market; and further that the building of the large steamers now on the San Francisco line had not been justified by events. Asked whether the Company had not violated the law by paying dividends while it was really incurring losses, and then proclaiming its actual condition when it received a subsidy from the State, Mr. Uchida said that he failed to detect any violation of the law. He put the total losses of the Company at Yen 880,000.

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

at No. 50, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 15th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 21st January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

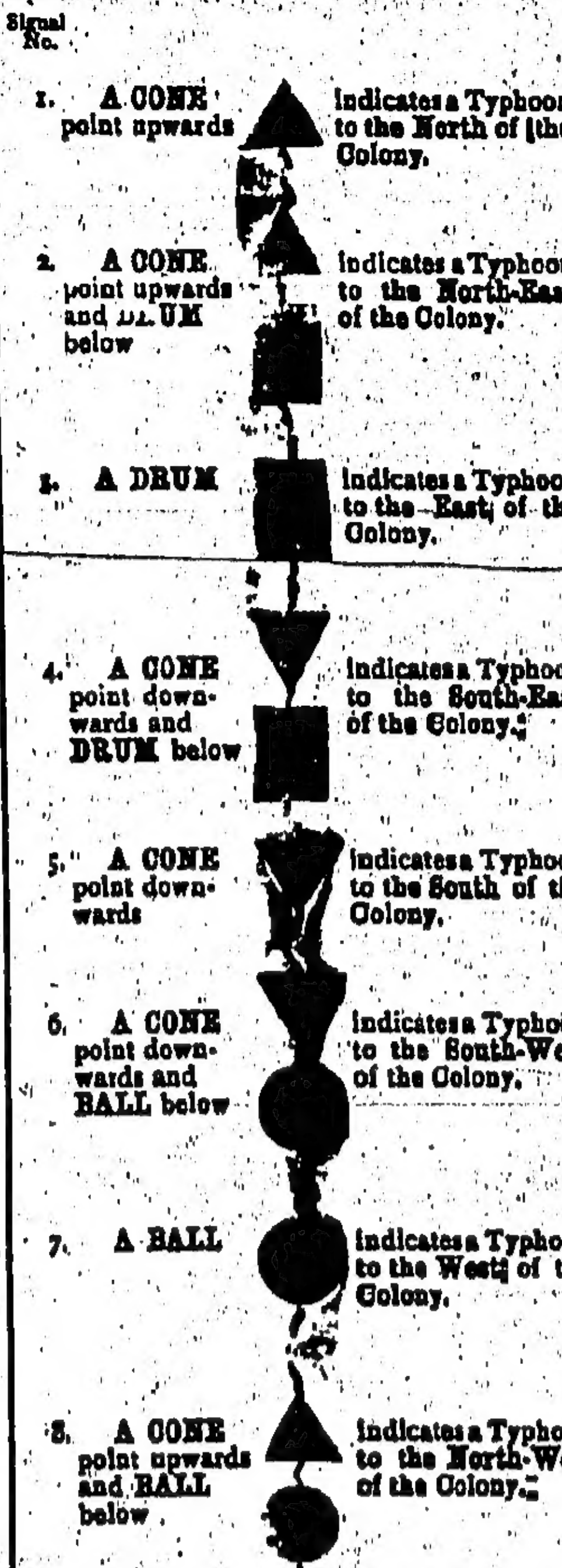
SIEMSEN & CO., Agents.

Hongkong, 15th December, 1909.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen. Waglan. San Ki Wan. Stanley. Sai Kung. Cape Collinson. Sha Tau Kok. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. FISS, Director.

Intimation.

Powell's

Showrooms are stocked with a selection of High Class Household and Office Furniture.

BEDROOM SUITES

WOOD BEDSTEADS

SIDEBOARDS

DINNER WAGONS

DINING TABLES

DINING CHAIRS

OVERMANTELS

OCCASIONAL

TABLES

CARD TABLES

LIBRARY TABLES

OFFICE DESKS

FANCY DESKS

BOOKCASES

SEWING TABLES

REVOLVING

CHAIRS

HALL STANDS

PEDESTALS

CABINETS

CHESTERFIELDS

LOUNGES

SETTEES

FIRST FLOOR

Alexandra

Buildings.

Hongkong, 14th March, 1910.

Public Companies

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, TO-MORROW, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD., W. G. DARBY, General Manager.

Hongkong, 14th March, 1910. [215]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Building, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 10 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and for the purpose of electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd March, 1910. [215]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LD., General Agents.

Hongkong, 4th March, 1910. [219]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents.

Hongkong, 4th March, 1910. [230]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS, P. A. LAPICQUE & Co., Agents.

MESSAGERIES MARITIMES, P. THOMAS, Agent.

Hongkong, 29th December, 1909. [276]

Intimations

THE

CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1910. [217]

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Vaux Road West

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

I HAVE always on hand large stock of

American Fir, Douglas Fir, Oregon

Pine, Teak, Yacal, Hardwoods, Oregon Spar,

Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 19th January, 1910. [217]

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	7 1/2
Anglo-Malays	31 1/2
Balgonwies	160
Carey United	21 1/2 prem.
Castlefields	180 1/2
Changkat Serdang	50
Cheras	315
Damansaras	25 1/2
Eastern International	33 1/2 prem.
Fed. Selangor	26 1/2
Glenasly	32
Golconda	125 1/2
Highlands and Lowlands	135 1/2
Jedragiris	544 sales
Kamuning	67 prem.
Kuala Lumpur	180 1/2
Labur	117 1/2
Ledbury	100 1/2
Linggi	48 1/2
London Asiatic	127 1/2
London Ventures	11 1/2
Merlimans	6 1/2
Pajama	515
Pegohs	544
Rubber Trust	38 1/2 prem. ex. m. l.
Saggar	337 1/2
Sandycrofts	335
Sekong	27 1/2 prem.
Shelfords	60 1/2
Singapore & Johore	575 1/2
Sungei Chohs	75 1/2 prem.
Sungei Kapar	142 1/2
Tanjong	70 1/2 prem.
Tangkahs	26 1/2 prem.
United Serdang	125 1/2 sales
United Singapore	52 1/2
United Sumatra	14 1/2

KALUMPONG.

The secretary of the Kalumpung Rubber Co., Ltd., advises that the output of wet Rubber from the estate during the month of February was 7,025 lb.; from September, 1909, to February, 1910, 41,390 lb.; the equivalent in dry rubber being about 16,750 lb. The dry rubber shipped to London—September-February—was 27,510 lb.

RETURNS AND PRICES.

Kuala Lumpur, March 5.

The following February rubber crops are noted.

F. M. S. 22,179. Against 10,090. Nine months

184,029. Against 81,307.

Kuala Lumpur, 42,475. Against 16,301. Eight

months 319,238. Against 129,582.

Castlefield 2,338. Against 3,374.

Seremban 17,820.

Sungei Choh 2,150.

Inch Kenneth 11,144. Against 3,462. Nine

months 87,965. Against 16,846.

Glenahiel 1,719. Two months 3,612. Against

217.

The Planters' Stores have a London wire

stating that fine hard Para is 9 1/4 and average

number one Plantation 9 1/8 per pound.

THE DALAI LAMA.

The Peking correspondent of the N. C. D.

News writes under date and last:—

The Dalai Lama has certainly played a conspicuous

part in contributing to the entertainment

of the past ten days. In Peking he has been

the chief subject of interest for a week,

which is rather more than a priest should expect

in this diplomatic centre. Moreover additional

interest has been given to the Tibetan situation

by the many side issues that have manifested

themselves at unexpected moments. Of course

the Dalai Lama, when he was here a year ago,

became personally acquainted with all the foreign

Ministers, and as there are many Lamas in Peking

one would naturally have expected that some of

these people would have kept him in touch with

passing events. But apparently he knew very little

about Peking's movements; for as soon as the

Chinese expeditionary force crossed the borders

of Tibet the Dalai Lama sent a special messenger

to Peking bearing dispatches for the Ministers of

Great Britain, America, Japan, Russia, Germany

and France. Each missive was addressed personally

to the Minister—and the one intended for America's

representative was addressed to Mr. W. W. Rockhill.

Mr. Rockhill, it appears, was pleasantly

impressed by the Dalai Lama. He thought the Dalai

was a shrewd person with more than the average

amount of intelligence; whereas many of Mr. Rockhill's

confidants failed to discern any trace of ability in

the Yellow pontiff.

The Lama messenger arrived in Peking

eleven days ago and delivered his messages

without attracting any special attention. Nothing

was said to the Chinese Government about the matter

and, of course, the Ministers and their people took

elaborate care to keep the news from the group of

journalists, who make regular rounds of the

Legations in search of news. The diplomatic body

therefore referred the matter to the Home Government

and waited calmly for instructions. In the

meanwhile, however, the journalists got wind

of the affair and they might have precipitated

the revelation, if they had not sympathized to

some extent with the Dalai—but they did

sympathize with him and they also remained

mute, believing that the Chinese Government

was still in the dark. Then came the news of

the rush of Chinese troops towards Lhasa

and the flight of the Dalai Lama towards the

Sikkim frontier, and his successful entry

into India escorted by thousands of

admiring Sikhs. At this juncture an

enterprising Grand Councilor obtained

news of the Dalai's appeal to the Powers and

a special meeting of the Council was called. H. E.

Lu Hal-hua took a pessimistic view of the

matter, saying that China might lose Tibet. The Dalai Lama was entering India and Britain might think it necessary to restore him to power. That would mean, continued Lu Hal-hua, a force of British troops being sent to Lhasa to restore order—perhaps to remain there. For the second time in his life the Regent took the bull by the horns, for in a manner almost identical with the dismissal of Yuan Shih-kai, the Regent sprang to his feet, and seizing pen and paper, wrote out the Dalai's dismissal. "That will end it," he said. "Now he is no longer Dalai Lama."

It has not ended the matter, however, for the Chinese Government is beginning to realize that it has converted an administrative incident into a serious diplomatic question, which only the active aid of Britain can enable them to quell.

After the Regent's hasty action it became necessary for Britain to enter into negotiations with China; for the peace of the Indian frontier was imperilled. Accordingly Mr. Max Müller visited the Waiwaps on Friday (selecting the regular day for Ministers to attend the Foreign Office in order that no notice should be taken of the visit). Reuter's exaggerated telegram had then come to hand, and it formed a convenient pretext for the visit. The Waiwaps, represented by Na Tong (for H. E. Liang Tung-yan contracted a sudden illness that laid him up for a few days), replied suavely next day that the force consisted of 2,000 men; that it was sent to Tibet because China felt her power weakening as a consequence of the Dalai Lama's intrigues and opposition; and that the force would merely act as police; and that there would be change in the interior administration of Tibet, China had acted, apparently, more in sorrow than in anger, and one could scarcely refrain from a mental censure of a priest who gave such trouble to the kindly austere power.

With the Dalai Lama safe for the time being, the Chinese troops having pursued him with a rigour that justified the term "police" right to the Sikkim frontier, the aspect of the case changed somewhat. The transformation was partly due to the intelligence of the Dalai; for not feeling certain of a favorable reception in India, he announced on the frontier his intention of proceeding to Peking in order to lay his case personally before the Emperor. Incidentally it may be remarked that if he really intends to visit Peking he certainly possesses more grit than is supposed; and otherwise, from India he will be free to travel where he wills. If he stays there, the Government must pension him, give him suitable quarters, and guard him; while it is also under the obligation of preventing him from indulging in any form of intrigue.

By this time the general opinion of the Powers who were not directly interested in the matter, was that China had made a serious blunder in not having discussed the matter with Britain, Russia and Japan; because Britain and Russia have many Lamaist subjects and Japan, in addition to being directly interested in the abstract matter of Buddhism is bound to support Britain in all matters affecting the Indian frontier.

Japan accordingly made representations to China on the subject, pointing out wherein she was an interested party, and to what extent China had made the situation acute by indulging in hot-headed action. It then leaked out that China had known for some days about the Dalai Lama's messenger and the contents of his dispatch. "The Times" correspondent at St. Petersburg, moreover, learned that the Dalai had made overtures to Britain and Russia. Accordingly our messages last night gave the additional details which had been held over in a vain attempt to smooth the story path of the Dalai.

Further news of his travels in India is awaited here with interest, especially by the Chinese authorities, who are in a state of some anxiety just now.

Intimations

Benger's Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in this by Chemists, etc. everywhere.

JAPANESE MASSAGE.

MAMOUR MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 171, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910. [214]

Auction.

SPECIAL SALE BY PUBLIC AUCTION OF HIGH CLASS JEWELRY DIRECT FROM LONDON.

The Undersigned have received instructions to sell by PUBLIC AUCTION,

on

SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m.,

and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their

Sales Rooms, No. 8, Des Vaux Road,

SINGLE STONE, DIAMOND RINGS,

DIAMOND AND RUBY, EMERALD, OPAL,

TURQUOISE and SAPPHIRE RINGS,

MARQUEE RINGS, GEMSET RINGS,

GOLD and GOLD-FILLED BANGLES and

BRACELETS, GENT'S SOLID GOLD and

GOLD-FILLED WATCHES and ALBERTS,

DIAMOND TIE PINS and STUDS, LEVER

WATCHES, OPEN-FACE WATCH by Benson

(cost £25), 18-Carat GOLD WATCH by

Dent (cost £40), GOLD-FILLED RE-

PEATER WATCHES, WALTHAM WATCHES,

LADIES' GOLD and GOLD-FILLED

LONG GUARDS, NECKLETS, BROOCHES,

CHRONO STOP WATCHES, NON-MAGNETIC WATCHES,

SILVER-BACKED COMBS, BRUSHES and

MIRRORS, CIGARETTE CASES, GOLD,

FRONTED LINKS and STUDS, GOLD

and GOLD-FILLED EARRINGS, BROOCHES,

HAT PINS, SILVER BELTS, FIELD GLASSES,

SILVER-MOUNTED SCENT BOTTLES, &c., &c.;

AND

A few Lots of E. P. Nickel Silver Art quality

TABLE PLATE and CUTLERY.

ALSO

SUNDRY IRISH LINENS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th March, 1910. [213]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA,"

Captain Kneisel, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained, against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three-gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE**

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910. (18)

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger.

Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On February 25, 1910, at Peking, the wife of E. Tollefson, of a daughter.

On March 3, 1910, at Shanghai, the wife of F. A. Tappenden, of a daughter.

On March 6, 1910, at Shanghai, the wife of Herbert H. Fowler, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 14, 1910.

THE WAR ON MOSQUITOES.

EFFICACY OF DRAINAGE ENGINEERING.

The *American Exporter* recently published a highly instructive article on the efficacy of drainage engineering as a means of exterminating mosquitoes. The subject is one of vital interest to Hongkong, and the following passages from the article can hardly fail therefore to be appreciated.

After discussing such expedients as the use of crude oil and the cleaning up of debris, the writer, Mr. Joseph B. Baker, proceeds: "But the panacea most effective in dealing with mosquito breeding extending over a wide area is to fill up or drain the land permanently.

The Ishthman Canal zone furnishes one of the most striking demonstrations of the value of land filling and draining in really exterminating the mosquito. On account of the luxuriant vegetation, humid climate, and long rainy season this district was formerly infested

with mosquitoes. The countless standing pools in the interior breed myriads of the *Stegomyia fasciata* variety, known as the industrious spreader of yellow fever; but these pools have been filled up with the material excavated from the "big ditch." In connection with the Canal work, Col. W. C. Gorgas, U.S.A., started a prompt, scientific campaign against the mosquito, in order to make the conditions supportable for the workers. The good results that have followed his efforts in this branch of sanitary engineering have surprised and gratified every one.

On the Atlantic Coast the salt meadows have been perhaps the most prolific breeding places of mosquitoes—the source from which the winged pests have covered the country for many miles back of the shore. But inland points are by no means exempt, as fresh water breeding places are common. In inland cities there are enough old cisterns, and enough dwellings where broken pots and pans and the like are left about, to produce a fair crop of mosquitoes. In the suburbs the common gutter drainage affords pools harbouring stagnant water, and out further there are small pools of surface water.

When it was discovered that the pestilent mosquitoes were bred in stagnant water everywhere (some 85 per cent. of the entire number on the Atlantic seaboard being bred in the large areas of salt marsh), scientific attention was given to the problem of their extermination. Draining or filling was recognized as the perfect remedy, the former being the cheaper way; but the early efforts were unpromising. The hand ditching by laborious spade work to increase the production of salt hay, that had been practiced by the farmers in a desultory way, was found unsatisfactory. The ditches themselves added to the breeding place: their sloping sides, open to the sun, caught and held the floating debris and the spadeful of excavated sod got back in again, so that the whole length of the ditch became a harbourage for mosquito to larvae. "Mosquito drainage," as the work had come to be called, seemed to have a setback. At this juncture, the researches of workers in the Greater New York field, where the mosquito nuisance had become unbearable, began to bear fruit. Credit for the practical and successful application of drainage for the extermination of the mosquito is due very largely to Mr. Edwin M. Skinner, of New York, a mechanical engineer formerly detailed to the Port of New York in the work of mosquito extermination under Dr. Doty. He had to work upon the certain knowledge that the areas of water logged salt marshes and pools of stagnant water in this field were the cause of the pest, and that to drain these adequately and permanently would abate the nuisance and increase the value of the land. His problem was to devise and put into effect an economical ditching method that would improve upon the shortcomings of the old hand digging and thus come to be utilized by the farmers and local authorities.

The solution of the problem was found in a form of ditch that could be dug quickly and easily, and in the invention and perfecting of simple but effective tools for ditching the work. It was found by experiment that even a very narrow ditch, if dug with clean-cut vertical sides, would not fill up with debris and get clogged. A 10-inch ditch on this plan will allow all water to seep to it from the surrounding land, and will keep clear for years. The depth is made sufficient to bring the bottom of the ditch well below the grass roots, and is so narrow for its depth that sunlight is excluded. For that reason the ditch cannot fill up with a new growth of grass.

The practical means having been found, the City of New York appropriated the sum of \$45,000, which, with other amounts that were raised by private owners of marsh land, has been expended in ridding a large part of Greater New York of mosquitoes. A law was passed requiring owners of marsh lands to defray pro rata the expense of the draining. The results, after only a few years' operation of this plan, have been marvellous. Staten Island, in New York Harbor, containing about ten square miles of marsh land where the plan was tried out on a thorough scale in 1905 and 1906, and which was formerly a notoriously mosquito-infested suburb, has been entirely rid of the pest. It was found that the cost of cutting the ditches averaged only 2½ cents a lineal foot, and that in the usual run of marsh lands the cost of drainage averaged about \$10 an acre, and did not exceed \$15 in the most difficult case. In a few days the lands which had been drained became practically "bone dry," and the mosquito larvae disappeared entirely, whereas adjacent lands not yet drained continued alive with the larvae. More than two million lineal feet of ditches were cut on Staten Island, and the work was completed about a year and a half ago. The work has since been extended to the other boroughs of Greater New York. The mosquito-ridden State of New Jersey has also made an appropriation (\$350,000) for the extermination of the pest, and a considerable area has already been drained under the direction of State Entomologist Smith.

The mosquito campaign in the district containing marsh land begins with a general inspection and mapping of the area to be drained. Each property owner is then served with an order from the Board of Health to drain his land. The necessary number of ditches are laid out, and the work begins, using a "ditching tool" devised by Mr. Skinner—a big scoop shovel on the end of a powerful lever—in the hands of labourers found and paid by the property owner. This tool is of high-carbon steel, holding a keen cutting edge and takes out a clean tool.

with mosquitoes. The countless standing pools in the interior breed myriads of the *Stegomyia fasciata* variety, known as the industrious spreader of yellow fever; but these pools have been filled up with the material excavated from the "big ditch." In connection with the Canal work, Col. W. C. Gorgas, U.S.A., started a prompt, scientific campaign against the mosquito, in order to make the conditions supportable for the workers. The good results that have followed his efforts in this branch of sanitary engineering have surprised and gratified every one.

On the Atlantic Coast the salt meadows have been perhaps the most prolific breeding places of mosquitoes—the source from which the winged pests have covered the country for many miles back of the shore. But inland points are by no means exempt, as fresh water breeding places are common. In inland cities there are enough old cisterns, and enough dwellings where broken pots and pans and the like are left about, to produce a fair crop of mosquitoes. In the suburbs the common gutter drainage affords pools harbouring stagnant water, and out further there are small pools of surface water.

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LOCAL AND GENERAL.

THE Navigazione Generale Italiana has issued a schedule of departures in book form.

THE execution of An, who assassinated Prince Ito, will probably take place on March 25.

A branch office of the Hongkong and Shanghai Banking Corporation has been opened at Ipoh (Federated Malay States).

IT is announced that the whole of the flotilla affiliated to the China Squadron is to be recommissioned at intervals of two years.

ON arrival on the China Station Lieutenant A. E. Goddard will take up the duties of torpedo-lieutenant of the cruiser *Monmouth*.

MR. E. H. Hinds, of Hongkong, drew a bye in the first round of the London division of the qualifying competition in connection with this season's Amateur Billiard Championship.

IT has been decided that the Prince of Wales will hoist his standard on the Union-Castle liner *Balmoral Castle*, which will be commissioned as His Majesty's ship, for the visit to South Africa.

THE question of grain export from Manchuria has been adjusted temporarily by an agreement with Japan, which frees wheat. Russia, without prejudice to her future action, waives her treaty contentions. The Harbin mills are resuming work.

THE fader of certain papers, of no intrinsic value, belonging to Mr. L. M. Alvarez, will oblige the owner by returning them to him at his residence, No. 9, Lower Castle Road. The papers were lost to-day between Messrs. Seaton Freres' store and the Post Office.

THE seconding of Captain G. M. James, "the Buffs," whilst he is studying at the Staff College, brings Captain G. L. Porter in on the establishment. Captain Porter has been attached for some time to the 1st Battalion at Aldershot. He was recently at the Military College.

MR. Rufus Isaacs, K.C., Liberal Member for Reading, has been appointed Solicitor-General in succession to Sir Samuel Evans, K.C., who is appointed President of the Divorce Court. The Right Hon. Sir John Bigham retires from the Presidency of the Divorce Court on receiving a peerage.

RETURN of visitors to the City Hall Library and Museum for the week ending the 13th March, 1910.

	Library Museum.
Non-Chinese	537 204
Chinese	315 2,891
Total	852 3,095

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG UNIVERSITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I am grateful that my little communication in your columns of Saturday has merited the attention of those for whom it was intended. I am glad also that my confidence in Sir Frederick Lugard and Mr. Mody has justified the experience of others who had had occasion to rely on their kindly consideration. Although it has not been found practicable to invite the scholars of the secondary schools *en masse* because of the limited accommodation on the grounds, I have every reason to believe that the invitations extended to the senior classes are fully appreciated. They will not be lost. There is everything to gain in the memory of being privileged to attend at so unique a function like the laying of the foundation stone of the Hongkong University which establishes another history-making epoch in the annals of this British Colony.—Yours, etc.

UNDERGRADUATE.

Hongkong, 14th March, 1910.

CANTON DAY BY DAY.

MACAO DELIMITATION.

(From Our Own Correspondent.)

Canton, 12th March.
H. E. Viceroy Yuan Shu Hsun has received a despatch from the Portuguese Consul at Canton, in which Consul Moraes informed the Viceroy that, at a meeting held about the end of the last Chinese year by the Canton Association for the Protection of Boundary Rights, it was resolved to start a newspaper in Canton to deal with matters in connection with the question of the delimitation of the boundaries of Macao. The Consul accordingly asked the Viceroy to issue instructions to dissuade the members of the Association from carrying out their purpose, in order to maintain the friendly relations between the two countries. On receipt of the despatch, the Viceroy instructed the Taoist of Constabulary to institute inquiries. After investigation the Taoist reported to the Viceroy that it had been the intention of the members of the Association to start a newspaper as proposed, but so far no initial step has been taken to carry the proposal into effect.

RIVER TRAFFIC PROTECTION.
The Taoist for the Development of Native Industries has submitted a suggestion to the Viceroy to establish twenty camps, separated at a distance of about six miles from one another, with forty soldiers stationed in each, along the bank of the North River for the purpose of affording adequate protection to the shipping traffic on the route.

SPIRITS FARM.

A merchant, named Leung Kwok Chun, has been granted by the Shao Hon Chi department the privilege of the spirits farm for the whole of the Kwang Tung province, at an annual rental of eight hundred thousand dollars.

THE NEW FLAGSHIP.

ARRIVAL OF THE "MINOTAUR" TO-DAY.

The armoured cruiser *Minotaur*, late of the First Cruiser Squadron, which is the largest and most powerfully equipped warship ever sent from England to the Far East, and which was recommissioned at Chatham on 31st Jan. by Captain G. C. Cayley, late Assistant Director of Naval Mobilisation, for service as flagship of the Commander-in-Chief of the China station, arrived from Singapore to-day. She carries the flag of Vice-Admiral Sir A. L. Winslow, who succeeds in the command Vice-Admiral the Hon. Sir H. Lambton, who completed on New Year's day last, his two years' term of service in China. At eight o'clock this morning salutes were exchanged between the new flagship and the warships in port.

The *Minotaur* is almost a new ship, having been completed at Devonport, where she was built and equipped at a cost exceeding one million and a quarter sterling less than two years ago. She is equipped with four 9.2-inch and ten 7.5-inch breechloading guns, and sixteen small quick-firing guns, compared with the two 9.2-inch, sixteen 6-inch breechloading guns, and fifteen small quickfitters mounted in the armoured cruiser *King Alfred*, the late flagship, which has completed four years' service in the Far East and is en route to England to pay off. The *Minotaur* has a displacement of 14,600 tons, and is fitted with engines of 27,000 h.p., propelling her at a speed of 23 knots per hour. With the exception of the new *Dreadnought* cruisers of the *Indomitable* type, the *Minotaur* is one of the three most powerful cruisers flying the white ensign, her sister ships being the *Shannon*, flagship of the Second Cruiser Squadron, and the *Defence*.

THE NEW COMMANDER-IN-CHIEF.

The newly-appointed Commander-in-Chief of the station is an officer of exceptional ability and experience. He entered the Royal Navy in 1885, and served in the Egyptian War, at also in the East African expedition of 1898 against the Sultan of Vita. Later he was appointed Commissioner to Massikessi, for the delimitation of the boundary between the Portuguese and the chartered company. He was promoted to the rank of captain in 1888, and commanded the *Opheir* during the tour of the Duke and Duchess of York. For the last few years, he has held the appointment of fourth Sea Lord of the Admiralty.

The following appointments to the *Minotaur* have been made by the Admiralty:—

Commander A. T. Darley as Flag-Commander to Vice-Admiral Sir A. L. Winslow; Lieutenant P. L. H. Noble, as Flag Lieutenant to Vice-Admiral Sir A. L. Winslow; Sub-Lieutenant—Hon. Charles A. Colville; Fleet-Paymaster—W. G. Gask, as secretary to Vice-Admiral Sir A. Winslow; Assistant Paymaster W. D. T. Morris, E. W. Whittington, Esq., and H. R. G. Brown, as secretary's clerks to Vice-Admiral Sir A. Winslow; Engineer-Commander G. C. Bath; Engineer-Lieutenant G. J. Hamilton, W. A. Carlisle, D. Hill, F. W. G. Smith, and F. B. Jacques; Lieutenant E. T. Wickham; Sub-Lieutenant F. N. Atwood, E. O. Priestley, and A. M. C. Silleman; Fleet Surgeon P. B. Handyside, M. B.; Staff Surgeon E. Cox, M. B.; Surgeon A. R. Fisher; Fleet Paymaster G. H. A. Willis; and Assistant Paymaster E. C. Annabehn.

Admiral Sir A. L. Winslow landed officially at Blake Pier at noon and was received by a guard-of-honour of the Buffs Regiment, under the command of Capt. Grove-Raines, the colours being borne by Lieut. Wedd. The short battery at Kowloon fired a salute upon Sir A. Winslow's landing, who was received by Capt. P. H. M. Taylor, A.D.C., on behalf of the Governor. The Commander-in-Chief paid an official call at Government House, the visit being returned by Sir Frederick Lugard later in the afternoon.

HONGKONG UNIVERSITY.

LAYING OF THE FOUNDATION STONE.

The official programme of the laying of the foundation stone of the Hongkong University Building by His Excellency The Governor, on Wednesday, the 16th inst., is as follows:—4 p.m. H. E. The Governor is met at the gate by Mr. Mody and members of the University Committee, and conducted to Platform. Mr. Mody makes an Address. H. E. The Governor makes an Address. Stone is laid. Band plays National Anthem. Ceremony concluded.

By kind permission of Colonel Prior and Officers, the Band of the 13th Rajputs will play during the afternoon.

To celebrate the occasion Mr. Mody has very kindly arranged for guests to be presented with a Souvenir, in special binding, containing a historical memorandum of the University scheme, coloured plans of the buildings and a photographic reproduction of the architect's drawing of the finished edifice.

The Electric Traction Company have kindly consented to run special cars in connection with the ceremony, for 1st class passengers only.

BEFORE MR. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, two men appeared on a charge of stealing from the dead body of a European named Augustus Dial a silver watch and one five-dollar bill at Cheung Chau yesterday. One of the men was awarded one month's hard labour while the other was sentenced to three weeks' "hard." Sergeant Gordon prosecuted.

THE *Asahi Shimbun* learns from Mukden that commerce, which has hitherto been dull in consequence of the anti-Japanese boycott movement, is now showing remarkable signs of revival. Attraction against the boycott has set in, and cereals have gone up in value in proportion to the increased purchasing power of the people. But if the embargo on the export of cereals should become general, it will badly affect the revival of business.

HONGKONG FOOTBALL CHALLENGE SHIELD.

BUFFS vs. NAVAL YARD.

This interesting final match took place on Saturday afternoon in the presence of thousands of spectators. The game was an excellent one and furnished the spectacle of a keen contest to the large crowd present. The Buffs was short of one of their fullbacks, Ruler, and another replaced him. This little change weakened the team slightly. From the very start a strong wind was blowing across the field and greatly hampered the progress of the game and was also responsible for many a shot to go wide.

The teams were as follows:—
Buffs—Black (Goal), Cloke and Baldry (Backs), Dare, Wren and Cooper (Half-backs), Downs, Brewster, Taylor, Ryan, and Barker (Forwards).
Naval Yard—Ryall (Goal), J. G. Joughin and Harding (Backs), Anderson, Brown and Macey (Half-backs), Wilks, Watkins, Read, Sullivan and Dalziel (Forwards).

The Yardeners won the toss, and chose to defend the Gold Club side goal. Taylor put the leather in play for the Buffs, and the ball was soon taken away by their opponents, but the Yardeners took it down to their opponents' grounds and Watkins had a try which Black cleared well. A few more attempts were then made which went too wide. The Yardeners now had a good chance with the ball in Dalziel's possession, when the whistle went for an offside by Watkins. This free kick was well placed up the field, from where Taylor took the sphere to the Yardeners' goal. Harding made a hesitation and secured the ball from the former, which he centered and the leather was soon seen at the Buffs' territory, where a shot was tried, which Cloke cleared to a corner. This was taken by Wilks with no result. The Buffs now had their turn and a good many attempts were made to send the ball through Ryall. He was at the right place every time and defended his citadel well. One powerful attempt was made by Taylor but the goalkeeper repelled it and was brought to the ground for a little while *hors de combat*. Sullivan now took the ball, ran past a good few players and was on the point of scoring when Dale's rushed up and disconcerted him. The game now on till half time with both teams pressing hard, and no scores made.

On resuming play, the Yardeners soon drove the ball to their opponents' goal, and many shots were tried, which Black cleared every time. At this stage play was a bit wild, and many fouls resulted. The ball was, subsequently, passed to Taylor who made a rush with it up the field and centred it to Brewster who sent in a sinner which was well cleared by Ryall. Another attempt was tried at the cost of a corner. This also proved fruitless. Many tries were made and some looked as if they would place certain goals, but Ryall made a good few lucky saves. In the end he gave a couple of corners. They made no damage. The Yardeners now had a turn at the Buffs' goal and in attacking it Watkins was badly injured while taking the ball up. He was carried out of the field and the Yardeners played with ten men till the finish. Things now looked promising for the Buffs, yet handicapped as they were, the Yardeners resisted the Buffs challenge. The whistle went for time with the result a draw; nil all.

Some suggestion followed as to the advisability of playing extra time. This the Yardeners did not want to do, as they had only ten men. They were at last compelled to play in accordance with the rule, which lays it down that, in case of a draw extra time not exceeding fifteen minutes each way should be played. Extra time was then played but it was productive of no result, as the match ended as before, nil all.

LEAGUE CRICKET.

CRAIGENGOWER v. CIVIL SERVICE.

This League match was played on Saturday, and resulted as follows:—

CIVIL SERVICE.	
R. E. O. Bird, b. Lammert	13
R. C. Wichey, b. Lammert	0
A. R. Sutherland, c. Phillips, b. Currie ..	0
P. T. Lamble, b. Currie ..	16
R. O. Hutchison, c. Noria, b. Currie ..	19
A. R. Raven, c. R. F. Lammert, b. Peterson ..	7
E. W. Dawson, c. Currie, b. Peterson ..	0
J. Mackay, b. Peterson ..	0
W. H. Woolley, not out ..	1
Extras	11

Total	
.....	95

L. E. Lammert	8	0	25	2
Currie	12	2	26	3
H. W. Peterson	4	0	23	3

CRAIGENGOWER.	
W. H. Viviani, c. Raven, b. Hutchison ..	31
R. A. Carvalho, b. Hutchison ..	4
R. F. Lammert, c. Hutchison, b. Bird ..	7
H. W. Peterson, c. Woolley, b. Bird ..	8
R. Bate, b. Sutherland ..	22
L. A. Rose, not out ..	16
L. E. Lammert, not out ..	0
J. D. Noria, R. Phillips, P. Currie and C. H. Higginbottom did not bat.	
Extras	12

Total	
.....	100

	O.	M.	R.	W.
R. E. O. Bird	10	1	40	2
R. O. Hutchison	9	1	29	2
A. R. Sutherland	3	0	20	1

A feature of the London County Council elections is the appearance of five women as candidates. Among these are Miss N. Adler, Progressive, daughter of the Chief Rabbi, the Very Rev. Hermann Adler, D.D., who has been elected for Central Hackney; and Miss Susan Lawrence, Moderate, elected for West Marylebone.

OPIUM IN CHINA.

DR. MORRISON'S TOUR.

London, March 8.

Dr. Morrison, who is on a journey across Central Asia, in a second letter from Sianfu, dated January 31, declares that he passes every day a train of opium carts under official protection with armed escort. Even priests, he adds, supply opium and opium pipes, exemplifying the degradation of the Buddhist faith. Dr. Morrison's travelling has been pleasant, but uneventful.—N. C. D. News.

RAUB AUSTRALIAN GOLD MINING CO.

Following is the result of crushing operations at Raub for the four weeks ending February 26:—

Bukit Komau—Stone crushed 3,202 tons, gold obtained 1,428 ounces, average per ton 8.92 dwts.

Bukit Malacca—Tons crushed 583 tons, gold obtained 90 ounces, average per ton 3.09 dwts.

Extra—From annual clean up 572 ounces.

Cyanide—From annual clean up 82 ounces.

LEADING PORTS OF THE WORLD.

A STATEMENT AND A CRITICISM.

In his annual report, Secretary Serrao S. Pratt, of the New York Chamber of Commerce, gives some interesting statistics showing the tonnage movement at the great ports of the world. It is there stated that New York has outdistanced London and to-day leads the world in the volume of shipping tonnage handled. The report says:—

"That New York, notwithstanding her aggressive competitors both in this country and abroad, still maintains a commanding commercial position is shown by the following statement of vessel tonnage entered in the foreign trade in world's greatest ports:—

	Net Reg.	Net Reg.	P.C. 10		
	Years.	Tons.	Years.	G'ths.	
New York	1908	12,542,726	1908	7,771,418	58.4
Antwerp	1907	11,811,503	1907	6,181,292	52.0
London	1907	11,606,567	1907	6,096,471	52.5
Hamburg	1907	10,888,553	1907	5,811,100	53.7
Hongkong	1906	9,041,451	1906	5,000,404	55.5
Liverpool	1907	8,145,419	1907	4,581,493	56.3
Montevideo	1906	7,272,523	1906	3,901,551	53.0
Marcella	1906	6,735,653	1906	4,032,159	60.0
Singapore	1907	6,181,292	1907	3,548,509	57.4
Cardiff	1907	5,723,125	1907	3,251,095	56.8
Kobe	1907	5,407,677	1907	3,048,953	56.8
Yokohama	1906	5,450,818	1906	3,311,201	55.1
Buenos Ayres	1905	5,119,191	1905	2,866,490	72.4

THE CITY HALL.

BOXING.

The final was packed on Saturday night for the prize-fight before his departure. For days before it had been anticipated that an excellent fight would be put up by Bill Lewis and Jimmie Simms, of the U.S.S. Wilmington, "Battling" champions of the Orient. The fight was a gratifying record to the spectators, and it was a pity that the fight was not a bit more of the prize-fight. The fight was a gratifying record to the spectators, and it was a pity that the fight was not a bit more of the prize-fight. The fight was a gratifying record to the spectators, and it was a pity that the fight was not a bit more of the prize-fight.

The fight was a six-round contest of two minutes' duration between Gr. Loc'rance, 87th Coy., R. 9th, 12th, and Dr. 1st, winner of amateur light-weight championship, 6 lbs. The contest was more competitive than the first. In the second round the boxer was forced by his opponent with a right on the jaw, and the eighth count feeling "groggy." The drummer followed up his attack and easily knocked out his man with a right on the jaw.

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The last fight but one of the evening was a fifteen-round contest between Artificer Hudson, M. H. S. Kent, 10th, 11th, and Gr. Arundel, 88th Coy., R.G.A., 10th, 11th, for the middle-weight supremacy of the China Station. The opening of the first round saw the participants taking measure of each other. The gunner drove a straight shot in the direction of the seaman's chest, the latter retreating with a right swing to face. The men warmed up to their work at the conclusion of the bout. Arundel was driven to the ropes and had not regained his balance when the gong sounded. In the second round the gunner tried to feint several times but his opponent successfully ducked. The seaman was responsible for some fine foot work, which compelled the soldier to be on the guard. Each man was going for all he was worth for the other's face. In the next round the seaman was caught napping and received a stiff one on the ribs from his opponent's left. A left jab on the jaw by Arundel followed by another was the only other remarkable performance in this round. The fight was almost brought to an end in the fifth round, when Hudson drove home a heavy right swing on the point of his opponent's jaw, which sent the gunner to the boards. The fallen man took full advantage of the count and was glad to hear the gong sound soon after he had risen. In the succeeding rounds, Arundel forced the pace but was seen to run away from his opponent more than once. So no stiff shots were exchanged before the fight ended, and the contest was declared a draw.

Before the commencement of the above contest, Seaman Willis, of H. M. S. Astrea, issued a challenge to the winner of the contest for \$1,000 a side. The challenge was greeted with cheers by the audience. Sergt. Piggott, of the R.G.A., challenged Willis or any other man for any sum that might be put up.

The main event of the evening was placed last on the programme, and was a twenty-five round contest between Bill Lewis, middle-weight champion of the Orient, and "Battling" Simms, the coloured man from the U.S.S. Wilmington, for a \$1,000 prize and a side-bet of \$1,000. Lewis tipped the beam at 145

lbs. while Simms weighing in registered 150 lbs. and the latter accordingly forfeited \$15 to Lewis in conformity with one of the conditions. Both men looked in the pink of condition and were loudly cheered on entering the ring. In the opening round both men confined themselves to taking the other's measure and each was determined to give away as little as possible to the other. Several clinches and glancing blows were the sum-total of the first round, no hard blows whatever being exchanged. The second round was a repetition of the first, Lewis sticking to his man, who was confined to his corner and was mainly on the defensive. In the following round, Lewis brought into play his formidable right and was able to plant some stinging blows on his opponent's face, which would have proved destructive to any other visage but that of Simms, on whom the shots had apparently little effect. In the fourth round, Lewis slipped and fell but was up on his feet instantly. Lewis drove home a right uppercut which seemed to tell on his opponent and, still confusing the latter to his corner, followed with a straight drive with his right, Simms saving himself from further punishment with good foot work. In the fifth round, Lewis led with a right swing. Simms tried to retaliate but missed. In the next round, the coloured man suddenly brought into play a series of quick right uppercuts, which seemed to puzzle his opponent, and Simms had decidedly the better of this round. The seventh round saw a change in tactics and Lewis received his opponent's right on the point of the jaw just as the gong sounded. The next few rounds saw both men hitting hard, Simms chiefly trusting to his short right uppercuts. By the time round No. 18 was reached, the marine's face was in a swollen condition, his left eye being badly damaged. In this round Lewis led with a left hook on the jaw but in the next round Simms took the aggressive with a right on the point of the jaw and matters stood fairly even at the conclusion of the bout. In the twenty-second round, Simms planted a tremendous right swing on his opponent's jaw, which sent the latter to the boards, but before he had time to realise what had happened, the smaller man was up on his feet and showered a series of blows on his opponent with telling effect. By this time the audience had already formed conjectures as to who would be the winner and they cheered spontaneously when, at the conclusion of the last round, the referee announced that Lewis was the victor. Throughout the fight, the coloured man treated the audience to a series of grimaces and other mannerisms which highly amused the spectators but nevertheless Simms' fighting was throughout characterized by a cleanliness which was thoroughly appreciated. Lewis fought with a cool courage which was intensely admired. More than one person was heard to remark at the conclusion of the fight that it was by far the best fight he had seen in the Colony. It was a fight to a finish.

SALE OF WEST POINT GULFOWNS.

SPIRITED BIDDING FOR RECLAMATION PROPERTY.

At noon to-day, at the auction rooms of Messrs. Hughes and Hough, auctioneers, two lots of valuable leasehold property at Kennedy Town were put up for sale by public auction. The first lot is registered in the Land Office as Marine Lot No. 263 and is held for the residue of a term of 99 years from the 24th June, 1887, at a Crown rent of \$156 per annum, area, 12,235 square feet or thereabouts, and is used for godowns capable of producing a monthly rental of \$500. Bidding was very keen for this lot which was ultimately knocked down to Mr. Choy Shui Woon for the sum of \$62,100, the first bid having been \$40,000.

Lot 2 is the property registered in the Land Office as Section A, B, C, D, and E, of Marine Lot No. 126 and is held for the residue of a term of 99 years from the 24th December, 1865, at an apportioned Crown rent of \$78.30 per annum, area 8,610 square feet or thereabouts, and is used for godowns capable of producing a monthly rental of \$440. The first bid offered for this property was one of \$50,000. It was run up by spirited competition to \$59,500 at which price it was bought by the same purchaser as the previous lot.

JAPAN AND UNITED STATES.

PLAYING WITH FIRE.

London, March 10. The New York correspondent of The Standard states that the belief prevails in well-informed circles that, under cover of the most correct diplomatic dealings, negotiations between the United States and Japan, and incidentally Russia, regarding trade conditions in Manchuria are approaching a somewhat serious stage.

The gravity of the situation consists in the conviction that Japan does not intend to allow traders equal rights in Manchuria and is carrying out a pre-determined policy favouring Japanese commerce on every possible occasion. The United States Government is reported that American commercial rights shall be protected at all costs.

AMERICAN PRESS OPINION. The New York Times in a long article litters warning to Japan.

The Washington correspondent of the New York World, says that the situation is officially regarded as intense, and adds that financial circles believe it to be erroneous to conclude that Japan cannot afford war. The World asserts that an American has secretly obtained Japan's war plans, which by a division of the Japanese fleet, provide for the closing of the Pacific to the United States fleet. The plans also embrace a land expedition to the United States, the aim of Japan being, it is alleged, to break the United States supremacy in the Far East.—N. C. D. News.

SHIPPING DISPUTE.

(BEFORE MR. JUSTICE HAMILTON, SITTING AS COMMERCIAL JUDGE.)

JARDINE MATHESON & CO., LD., v. CLYDE SHIPPING CO.

In this action the plaintiffs, the charterers of the steamer *Kiah*, sued the defendants, as owners of the vessel, for a declaration that they were entitled to the sum of £246, money deposited by them with Parr's Bank, Limited, in London, in respect of a cargo of soya beans, upon which the defendants had claimed to exercise a lien. The material facts and arguments are stated in the judgment.

Mr. Scrutton, K.C., and Mr. C. Robertson Dunlop appeared for the plaintiffs; and Mr. Bailbache, K.C., and Mr. Stuart Bevan for the defendants.

Mr. Justice Hamilton, in the course of his judgment, said that at the end of May or beginning of June, 1909, a dispute arose at Dalry between the local representatives of the plaintiffs who were shipping soya beans on board the defendant's vessel, the *Kiah*, and the captain of the *Kiah*, who had his instructions from his owners. The point of the dispute was that the shippers contended that having put on board some 7,600 bags of beans they had satisfied their obligation under the charter-party of March 18th, 1909, on which the action was brought, and were not bound to ship any more cargo. The captain raised the contention that he had a quantity of cargo spaces still unfilled, which could be filled without exceeding the ship's carrying capacity. The captain demanded delivery of a further 360 tons, and as he refused to sign the bills of lading unless he had the amount of the dead freight paid on the extra 360 tons put on board, the representatives of the plaintiffs shipped 360 tons under protest. On arrival in this country the shippers exercised their lien upon the 360 tons and claimed freight upon it. Their right to do so was then disputed by the charterers upon the ground that they were not bound to ship it under the charter-party. By agreement, the amount in dispute was deposited in the bank in the joint names of the solicitors. The charterers brought this action to obtain a declaration that they were entitled to a return of the £246, money deposited, and alternatively for damages according to them for having had to buy 360 tons, and in respect of two items of damage. The first question is one of construction. The charter-party by clause 1 provides that "the said steamer shall, after completion of the present voyage, etc., proceed to load at Dalry... a cargo of beans not less than 6,500 tons, but not exceeding 7,000 tons, net inside weight of beans in bags as usual, which the said charterers bind themselves to ship not exceeding what she can reasonably stow and carry over and above her cabin bunkers, 'tackle,' etc." Now upon this, clause the charterers say that it is in substance the same as in the case of *Miller v. Dror* (5 Com. Cas. 175). They say the charter means, not a "full and complete cargo" of beans but, known words means merely a cargo of beans, and they say that, as nobody can contend that it was not a cargo, their obligation was fulfilled by placing 6,500 bags on board. They contend that the words "not less than 6,500 tons, but not exceeding 7,000 tons" give them the option of shipping the greater or lesser quantity as they will. On the other hand, it is said by the plaintiffs that attention must not be paid to words which are not put in, but to words which are actually in the charter. The defendants also contend that the clause must be read in the light of the case of *Caffin v. Aldridge* (1 Com. Cas. 181), and they say that, looking at the provision by which the charterers bound themselves to ship a cargo not exceeding what the vessel could reasonably stow and carry, once the conclusion is arrived at that a cargo of beans means as much as the vessel can carry over and above her bunkers, etc., it is clear that that cannot mean a cargo of beans between 6,500 and 7,000 tons. He thought the construction put upon the document by the defendants was right, that a cargo of beans under this contract meant an entire loading of the vessel. It appeared to him that unless the omission of the words "full and complete cargo" distinguished the case—and he thought they did not—the point was concluded by authority, the authority of *Potter v. New Zealand Shipping Company* (1 Com. Cas. 114) and *Carlton S.S. Company v. Castle Mail* (2 Com. Cas. 173). So far he thought the defendants were right. Then attention was drawn to Clause 8—"cargo must on no account be loaded in the coamings of hatchways above level decks, if ventilation is interfered with thereby, nor in ballast compartments, bunkers, or cabins, unless with written consent of charterers' agents." He found as a fact that a portion of the cargo had been loaded in a cross-bunker, and that led to another question of construction on Clause 8. It was suggested that the particular bunker was not a bunker within the meaning of Clause 8, the reason being that a clause from another form of charter-party used in connexion with the carriage of rice, and well known in the East, was inserted in the *Kiah* charter-party, and evidence was given which showed that rice was regularly stowed in compartments of this class, and it is therefore said that, having regard to its origin, it is only a general clause not intended to exclude a cross-bunker. He had, however, to particular charter. In his opinion the space which was stipulated for in the earlier part of the charter was cut down by the express stipulation in Clause 8. The result was that the plaintiffs were entitled to the declaration prayed for.—L. & C. Express.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	"ALLAN LINE" FRIDAY, JULY 22ND.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world. HONGKONG TO LONDON, via Glasgow, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 21 days. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) and the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 21 days.

Via New York 24 days. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI, SWATOW & NINGPO.	CHONGSANG	TUESDAY, 15th Mar., Noon.
SHANGHAI, PENANG & CALCUTTA.	LAISANG	WEDNESDAY, 16th Mar., 4 P.M.
MANILA, SHANGHAI & NINGPO.	CHONGSANG	FRIDAY, 18th Mar., 4 P.M.
TIENSIN, SHANGHAI & NINGPO.	CHONGSANG	SUNDAY, 20th Mar., Daylight.
SHANGHAI, KOBÉ & MOJI.	YUENSANG	FRIDAY, 25th Mar., 4 P.M.
SHANGHAI, KOBÉ & MOJI.	YUENSANG	FRIDAY, 1st April, Noon.
SINGAPORE, PENANG & CALCUTTA.	KUTSANG	MONDAY, 4th April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutiang*, *Namsang* and *Yookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang. For Freight & Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 14th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	15th Mar., 3 P.M.
HANKOW	"YUNNAN"	15th Mar., 4 P.M.
SHANGHAI	"CHENAN"	17th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA.	"OHANGSHA"	21st Mar., 4 P.M.
MANILA	"TAMING"	22nd Mar., 3 P.M.
SHANGHAI	"ANHUI"	24th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	27th Mar., Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 14th March, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 19th Mar., at Noon.
LAFIRO	2550	R. Rodger	"	SATURDAY, 26th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cuddy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain H. O. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBÉ AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING & TAKAO	"SHINSHU MARU" Capt. K. Tomokawa	TUESDAY, 15th Mar., at 2 P.M.
ANPING via SWATOW and AMOY	"KANAGAWA MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suga	THURSDAY, 16th Mar., at 8 A.M.
TAMSUI via SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 20th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th March, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000 "KANAGAWA MARU," Capt. J. Nagao, Tons 7000 "HI. ACHI MARU," Capt. M. Matheson, Tons 7000 "MIYASAKI MARU," Capt. T. Murai, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE } "KAMAKURA MARU," Capt. K. Kori, Tons 6500 { SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C. & SEATTLE } "AWA MARU," Capt. S. Ishikawa, Tons 7000 { TUESDAY, 29th Mar., at Noon.
Via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA } "INABA MARU," Capt. K. Kawara, Tons 7000 { TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE } "KUMANO MARU," Capt. M. Winkler, Tons 6000 { FRIDAY, 18th Mar., at Noon.
Via MANILA, THURSDAY } "YAWATA MARU," Capt. T. Sekine, Tons 5000 { FRIDAY, 15th April, at Noon.
AND BRISBANE } "YAWATA MARU," Capt. T. Sekine, Tons 5000 { FRIDAY, 15th April, at Noon.

BOMBAY, Via SINGAPORE } "COLOMBO MARU," Capt. E. Combes, Tons 5000 { TUESDAY, 22nd March.

SHANGHAI, MOJI AND KOBÉ } "YETOROFU MARU," Capt. A. Keith, Tons 5000 { WEDNESDAY, 16th March.

KOBÉ and YOKOHAMA } "IYO MARU," Capt. T. Harrison, Tons 7000 { TUESDAY, 15th March, at Noon.
"KITAWO MARU," Capt. E. Ope, Tons 5000 { THURSDAY, 17th March, at Noon.

NAGASAKI, KOBÉ and YOKOHAMA } "YAWATA MARU," Capt. T. Sekine, Tons 5000 { WEDNESDAY, 16th March, at Noon.

* Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUBOMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this office for LONDON DIRECT call at BOMBAY for Passengers and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

Via MOJI, KOBÉ AND YOKOHAMA

Steamer	Tons	Capt. in	Sailing Date
America	4,563	J. Boyd	1910 7th April
Superia	4,567	F. W. Davies	11th May
Oceano	4,567	J. Mathie	11th June
Kumeria	6,231	J. Mathie	5th July

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PACIFIC EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI."

Captain Dini, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 14th March, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship "INDRAVELLI."

Captain Filcher, will be despatched as above on or about 16th March.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd February, 1910.

OHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the OHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPOQUE & CO., Agents at Hongkong, No. 4 Queen's Building, Telephone 290.

Hongkong, 6th January, 1910.

Shipping—Steamers.

REGULAR STEAM SERVICE

TO NEW

VIA PORTS AND CANAL (With Liberty to Call at other Ports.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "SIKH" 19th March.

FOR NEW YORK AND TON

S.S. "DACK CASTLE" 12th April.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, 11th March, 1910.

Intimate

"SOLIGN."

A PERFECT preservative for Wood, Stone, and Brickwork.

It protects against Decay, Dry Rot, the Ravages of Insect Vermin (especially the white ant) and action of the weather.

"Solignum" really does is claimed for it, as may be seen in the testimonials of the Government India, the Sudan, etc.

In Drums and Barrels of various sizes.

Prospectus and all further information from

SIEMSEN CO., (Machinery Department)

Sole Agents Hongkong, 7th December, 1910.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISIONS, CHANDLERS, NAVAL CONTROLLERS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS' NUINE COMPOSITION RED BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, etc., etc., etc.

Sole Agents for FERGUSON'S SPECIAL GUN and P. & O. SPECIAL LIQUOR BOTTLES, WHISKY, etc.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES. Hongkong, 7th March, 1910.

THE DRAGON

CYCLE DEPOT

WILL REMOVE FROM

Nos. 33 & 35

TO

Nº 63 DES VŒUX

RD. CENTRAL,

NEXT DOOR TO COSMO-

POLITAN HOTEL,

NEAR VICTORIA CINEMA.

On or before the

15th March.

Commander K. S. Roy...	000	000	000	Yangtze
Commander E. Stevenson...	000	000	000	Hongkong
Commander J. White...	000	000	000	West River
Commander H. R. Tickell...	000	000	000	Yangtze
Commander Alan Dixon:				
Barlow...	000	000	000	Hongkong
de H. Lyon...	000	000	000	Hongkong
Commander H. R. Godfrey...	000	000	000	Yangtze
Commander M. T. Attlay...	000	000	000	Yangtze
Commander C. A. Fremantle...	000	000	000	Hongkong
Commander H. P. Douglas...	000	000	000	Hongkong
Commander C. A. Fremantle...	000	000	000	Hongkong
Commander J. P. Kinn...	000	000	000	Yangtze
Commander H. B. V. Gottrell-Dormer...	000	000	000	Yangtze
Commander G. R. Livingsstone...	000	000	000	Yangtze

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT	
BANKS.						
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,007,819	\$2.5/- for half year ending 31.12.09 @ ex 1/5/- = \$15.11
Natlonal Bank of China, Limited	99,925	7	46	\$1,000,000 \$1,000,000	\$30,558	\$2 (London 1/6) for 1909
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908
North China Insurance Company, Limited	10,000	15	45	Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 107,573	Final of 7/6 making 15/- for 1908
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,044,821	Final of 5/- making 5/- for 1907 and interim of 2/6 for 1908
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$707,627	\$12 and bonus \$3 for 1907
FIRE INSURANCES.						
China Fire Insurance Company, Limited	70,000	\$100	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$168,721	\$27 for 1907
SHIPPING.						
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000 \$7,000 \$7,000	\$1,081	\$1 for 1908
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000 \$10,000 \$10,000	NIL	2/- for year ending 30.6.1908
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$12,000 \$12,000	\$10,766	Final of 1/- for account 1910
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	50,000 50,000	45 45	45 45	\$10,000 \$10,000 \$10,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	\$7,000,000 \$7,000,000 \$7,000,000	\$68,817	3rd in. of 2/- per sh. (comp. No. 13) making in all 4/- for '08 & interim of 1/- for ac. '09
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$10	\$10,000 \$10,000 \$10,000	\$1,181	\$1.00 for year ending 10.4.1909
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$150,000 \$150,000	Dz. \$5,858	\$5 for year ending 31.12.08
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dz. \$135,893	\$5 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	none	Tls. 6.02	Tls. 10 for year ending 31.8.09
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	Pa. 1	\$175,000 \$175,000 \$175,000	41.43	Final of 1/6 making 3/- for 1909
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year
Raub Australian Gold Mining Company, Limited	150,000 50,000	18/10 1	18/10 1	\$4,371 \$4,371 \$4,371	Dz. \$2,391	No. 12 of 1/- = 48 cents
DOCKS, WHARVES & GODOWNS.						
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000 \$45,000 \$45,000	Dz. \$7,421	\$1.75 for year ending 31.12.08
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$330,000 \$330,000 \$330,000	\$10,108	None
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$250,000 \$250,000 \$250,000	\$13,725	Interim of 5/- for account 1909
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	\$127,000 \$127,000 \$127,000	Tls. 6,361	Interim of Tls. 2/- for 1908
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 1	Tls. 100	Tls. 607,257 Tls. 607,257 Tls. 607,257	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.2.09
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$751,845 \$751,845	\$24,611	\$1.20 on old and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$60,000 \$60,000 \$60,000	\$19,372	Interim of 3/- for account 1909
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$8,000 \$8,000 \$8,000	\$27,911	45 cents for 1909
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$150,000 \$150,000 \$150,000	\$5,471	\$2/- for 1909
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,9	Interim of Tls. 3 for account 1909
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 142,404	Final of 12.8/- for account 1909
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 750,000 Tls. 750,000 Tls. 750,000	15,099	Tls. 11 for year ending 31.12.09
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,000 Tls. 40,000 Tls. 40,000	\$9,551	50 cents for year ending 31.7.08
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 7/- for year ending 30.9.08
Yao-kong Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Tls. 80,000 Tls. 80,000 Tls. 80,000	Tls. 4,829	Tls. 6 for 1909
Soy Chie Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 15,011	Tls. 50 for 1908
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	5,604	12/6	12/6	\$1,500 \$1,500 \$1,500	\$648	15 % per share for 1908
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	\$1.20 for 1908
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,407	80 cents for 1909
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$3,000 \$3,000 \$3,000	\$1,891	\$1.20 for year ending 31.7.09
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,756	Interim of 35 cents for account 1909
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$670	8 cents for year ending 31.12.08
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5195	\$1 and bonus 20 cts. for year ending 29.2.09
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7616	Final of \$8 for 1909
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8790	Final of \$1 making in all \$1 for 1909
Maatschappij tot Exploitatie van Landbouwen planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 316,682	4th interim of Tls. 12/- for 1909
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$4,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 12,800 Tls. 12,800 Tls. 12,800	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908
South China Morning Post, Limited	6,000	\$25	\$25	none	Dz. \$31,006	None
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09
Union Waterworks Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.03
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$45,000 \$45,000 \$45,000	\$342	60 cents per ord. share for year ending 31.5.09
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$2,613	Final of 30 cents for 1908
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906

Intimations

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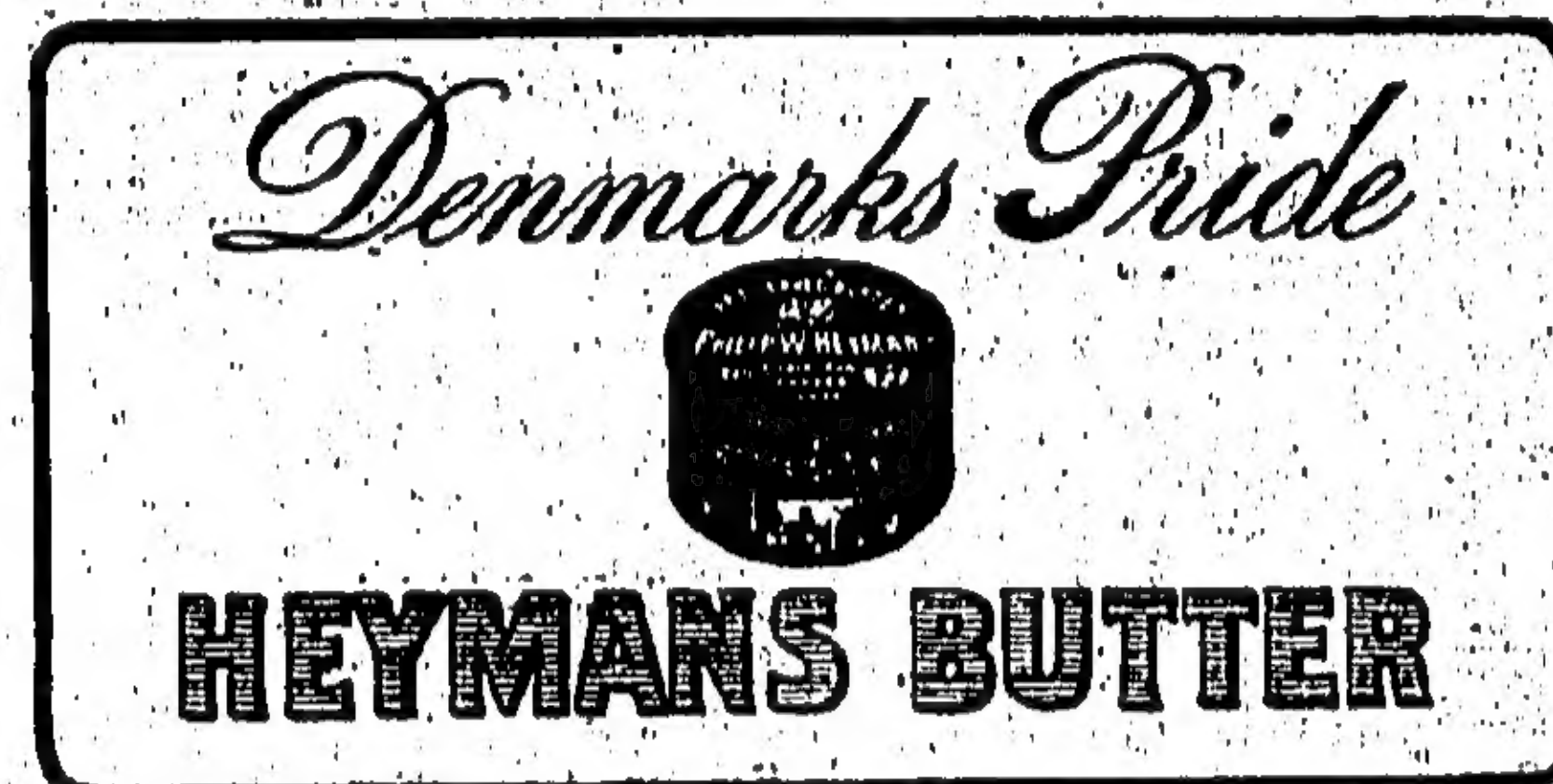
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